CHICAGO & ALTON TAKEN IN

The Boycotted Road Becomes a Member of the Western Traffic Association.

Meeting of General Managers of Roads in Central Traffic Association Territory -- Local Lines Preparing for the World's Fair.

Consent has been given the Chicago & Alton company to resume its membership in the Western Passenger Association. Such was the outcome of the meeting of managers at Chicago yesterday. It was understood in advance that the Alton was willing to become a member provided it was not held accountable for any past indictments, and in the interest of harmony and stability of rates it was unanimously decided to let by-gones be by-gones and commence anew.

All yesterday the general managers of the roads in the territory of the Central Traffic Association were in session at Chicago discussing both passenger and freight matters. The reports adopted at the meeting two weeks ago regarding rates and arrangements for the world's fair were read, but failed to receive unanimous assent, and were referred to a future meeting. The meeting authorized Commissioner Bianchard to procure statistics of east-bound going freight at about eighteen different points, with a view to effecting an equalization of traffic should the laws be so amended as to permit it. The commissioner was also anthorized to concur in the action of the trunk-line officers and order the cancella-tion of all east-bound commodity tariffs which were canceled west-bound on the same articles. - A resolution was adopted to the effect that inland rates shall hereafter

At the meeting of the Western Freight Association the question of rates from New Orleans was referred to a special committee, as this matter is to be the subject of a conference at Memphis in the near future.

Preparing for World's Fair Business. Most of the roads in this territory-all, in fact, unless it be the Cincinnati, Hamilton & Dayton and the Monon-are getting new passenger equipment and preparing, on a gigantie scale, to handle the world's fair business next year. The Pennsylvania has added to its line west of Columbus fifty new coaches, will add as many excursion cars, and by March 1 will have fifteen more passenger engines than the present equipment. The Big Four has purchased and put in service already twenty-five new coaches, and has thirty more to be delivered by April 1, 1898, and twelve first-class heavy passenger engines. The Vandalia is adding twelvenew coaches to its equipment, has just received three new ten-wheel passenger engines and will add three more before April 1.

The Lake Erie & Western has added twelve fine coaches and is litting up several of its heavier passenger

and freight engines for this special work. The Lake Shore, the Michigan Central, the Nickel-plate, the Erie and the Northwestern lines are all adding largely to their passenger equipment, while one of the officials of the Monon says that neither the Monon nor the Cincinnati, Hamilton & Dayton, which are usually very aggressive. have done scarcely anything in this direction; this is the more surprising from the fact that eight months of the year neither of the roads has equipment to handle its regular and excursion business, and any equipment they might purchase would come into good play years following the worlds fair. That the roads which have increased their equipment will have enough to handle the business is questioned.

Personal, Local and General Notes. The wages of the section men on the Wabash road have been reduced for the three winter months from \$1.25 per day to \$1.15.

The Indianapolis Railway Superintendents' Association will hold its monthly meeting to-day, in the office of D. F. Whit-The train-dispatchers of the west end of the Chicago & Erie on the 1st of January

will be transferred from Huntington, Ind., The executive committee of the Indiana

Car-service Association for the ensuing year will be elected to-day, it being the third annual meeting. The annual report of General Manager Bacon will show that in the Indiana carservice territory the delay of cars for the

year ending Nov. 50 was but 176 days. The Ladies' Auxiliary of the Brotherhood of Locomotive Engineers will give a

iterary entertainment, dance and supper at the brotherhood's hall this evening. W. P. Lockwood was yesterday appointed loint agent of the Vandalia and Big Four 15 Colfax, Ind. Mr. Lockwood was for-

nerly with the company at Coster as its W. T. Kimsey, of Michigan City, has invented an automatic coupler on an entirely new principle, and railroad men who have

seen it think it has real merit. He has applied for letters-patent. Col. Bennett Young is in New York la-oring with the new owners of the Ohio & Mississippi to induce them to use the Kentucky and Indiana bridge to cross the

Ohio river into Louisville. George Bender, division superintendent of the Big Four, will soon begin his twenty-sixth year in railroad service, all but two of which were spent on lines with which M. E. Ingalls was identified.

Commencing with Sunday next, Train 5. over the Big Four, will leave Indianapolis at 12:30 midnight for Chicago. The train is set back at Cincinnati to make it more sure of Southern connections.

In three years the gross earnings of the Santa Fe have increased \$9,000,000, and its not earnings \$4,500,000. The grand total of all tonnage in the year ending June 30, 1892, was over a million tons larger than in

The Northern Pacific has won a victory which enables it to enter Vancouver and secure a subsidy of \$300,000, and, better still, enables it to dictate to the Canadian Pacific as to its terminal facilities at that

President McLeod, of the Philadelphia & Reading, is said to have declined to even consider taking the presidency of the New York & New England until after March 1. the P. & R. requiring all his time and en-

The Railway Yardmasters' Association has two death assessments to pay, one to the beirs of H. Fanning, late a yardmaster at Toledo, and on C. McLaughlin, of Lincoln, Neo. The assessment is \$1 on each The building of the shops of the Louis-

ville, Evansville & St. Louis at Princeton has given that town a boom. Its population will be nearly doubled as soon as houses can be erected for the new comers

Edward S. McClellan, of the motivepower department of the Pennsylvania Company, has resigned, and will travel in Europe, South America and Africa as a special representative of the Baldwin locomotive-works.

The Evansville & Terre Haute and the Illinois Central roads are delivering to the Vandalia for Indianapolis and other eastern points nine to twelve car-loads of oranges and four to six car-loads of bananas per day.

The management of the Louisville, Evansville & St. Louis is to make the road more popular as a St. Louis route by putting in service some new and more modern passen-ger equipment to run between Louisville and St. Louis.

Frank Hensler, the brakeman on the Michigan division of the Big Four-who had both legs cut off while setting a car on a side-track at Alexandria, on Friday last, died on Monds, and his remains were taken to Defiance, O., for burial.

The passenger departments of the New York & New England, the Philadelphia & Reading and some of the Western lines are figuring on the establishing of a new through passenger route between the New England States and the West.

An official of the Big Four states that early in the spring that company will begin the laying of several miles of additional side-track at this point, as Indian-

apolis in the near future will be made a much more important terminal of the Big

C. f. Rockeman, who was sued by the Old Colony road for 15 cente fare, the road getting a verdict against him, has appealed the case to the full bench of the Supreme Court of Massachusetts, He refused to pay his fare because a seat was not fur-nished him.

The present officials of the Ohio & Mississipi are sending out annual passes to railway officials of other lines, as usual, which is taken to mean that the consolidation with the Baltimore & Ohio Southwestern will not take place as early as Jan. 1, as had been expected.

A special train carrying some two hundred Quakers left here yesterday after-noon for Greensboro. N. C. The train was made up of Chesapeake & Ohio coaches, and will be run through solid over the Big Four, the Chesapeake & Ohio and the Richmond Terminal lines.

Within the last two years the freight traffic of the Chicago division of the Pennsylvania lines, of which C. M. Ben nett is superintendent, has increased in its tonnage 160 per cent., and Logansport has become one of the most important division points on the Western lines.

Five new heavy freight engines received in the last ten days have been placed on the St. Louis division of the Big Four. Two of the new Brooks switching engines have been put in service in the Indianapolis yards, and two of the new Schenectady switching engines will be put in service

The Toledo, St. Louis & Kansas City has got most of its machinery in its new shops at Frankfort in position, and is now doing a good deal of repairing of its rolling stock at these shops. Building so large shops at that point has given Frankfort quite a lift, increasing its population 200 men, most of whom have families.

The Big Four will be called upon by the Pennsylvania road for damages in delaying its trains on Sunday last. At Urbana the trackmen of the Big Four undertook to put in a new crossing of the Pennsylvania tracks, and in putting the crossing in position made a botch which necessitated tearing it up, and this delayed the fast mail and other trains of the Pennsylvania at Urbana three hours and forty-five minutes.

Toledo, O., has a very prosperous di-vision of the Order of Railway Conductors. On Sunday fourteen members were initiated. This division has already begun to make arrangements for the annual meeting of the order in that city the second week in May next. The first meeting of this organization was held in Columbus, O., in 1868, and from that time to the present it has continued to morease in its membership and wealth until now it is one of the strongest organizations in this country.

The rumor is again revived that T. N. Ely, general superintendent of motive power of the lines in the Penusylvania system, is to be elected one of the vice-presidents of the Pennsylvania Company. In this case it is understood that E. B. Wall. superintendent of motive power of the Southwestern Pennsylvania lines, is to be his successor at Altoona; S. P. Bush, master mechanic of the Pennsylvania shops, to succeed Mr. Wall on the Southwestern system, and W. A. Arp, formerly master mechanic at Indianapolis, now at Dennison, O., will succeed Mr. Bush at the Columbus shops.

THAT SUPPOSED FIRE BUG.

Suspicious Action of Powers at Monday Night's Fires-Held for the Grand Jury.

In the Police Court, yesterday morning, W. M. Powers waived examination on the charge of arson, and was held for the action of the grand jury. The evidence against Powers is merely circumstantial, but in it are some very suspicious circumstances. Officers McGuff and Crannan. who made the arrest, have suspected Powers for some time on account of the fact that he has been among the first on hand at several of the big fires in the northeastern portion of the city during the past few months, all of which were of undoubted incendiary origin. At the three fires in that vicinity Tuesday night he was one of the first seen upon the spot, first at the Michigan Lumber Company, where a lot of waste was found with which the attempt to burn the place had been used, and next at the Hardwood Company's fire, where Powers was seen running out of an alley when the fire was first seen. He bimself admitted having come out of the alley and could give no explanation of what he was doing in it. He was next seen on St. Clair street coming away from the Jungelaus & Schumacher fire, and here he was arrested. At the time of his arrest he told the officers that he had gone from Spears's saloon down town and back around Market street and the railroad, and just happened to be on hand at the different fires. He also told them he had stopped at No. 200 East Market street to see a man about litting a stove for him. This is denied by the man living in the house. Powers also told the oflicers that he had been in Spears's saloon for several hours "shaking the box." Spears says he was in the saloon just long enough to pawn a monkey-wrench for a drink of whisky. When arrested Powers's hands were greasy, which is thought to have been caused by handling the waste by which the buildings were fired.

Plymouth Institute.

The subject of W. P. Fishback's conversation-lecture at Plymouth Church this evening will be Webster and Calhoun. The lectures will commence each evening at

INSANE FROM GRIEF.

A Mother Loses Two Children by Suffocation and Becomes a Raving Maniac.

YORK, S. D., Dec. 12.-Mrs. O. R. Albertson is pacing the floor of the home of a neighbor a raving maniac. Her own home lies in ashes, and her two children are in shrouds, prepared for the grave. The accident was of the most heartrending character. Mr. Albertson was away from home, and Mrs. Albertson, leaving her two boys, aged two and six years, went to the barn to do some light chores. She had been gone a quarter of an hour, when, glancing toward the house, she saw smoke issuing from the windows. She rushed to the house and found her two children suffocated. Some paper had caught fire from a stove-pipe, and the smoke filled the room. Mrs. Albertson became violently insane.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the following-named Indianians:

Original-Oliver Martin, Chancy Gardner, William Holland, William Crockett, John Eagan, Ignatz Mayer, Francis Puckett, Alfred Moore. Additional—David Smith, Daniel C. Hooks, Eli-son Gatewood, Henry Crone, William C. Hoffman, Stephen Grimes, Benjamin Haymaker, Simon Peigh, Levi Cottrell, Milton Woolard, Charlton Broughman. Increase-Matthew Waters, Killion K. Mann, Theodore H. Ristine, Jesse Cox, Reuben Thomas, Calvin Allison, Simeon Schmidt, Silas Cook, John B. Bowen, John Carmichael, Henry L. Smith, Geo. R. Pursley, Samuel H. Grim, Solomon R. Monticue, James Pridemore, A. Sigerfoos, Martin L. Fisher, Isaac Amos, Jacob W. Keesling, Bazzle Kidwell, Sanford Webster, Richard W. Stiles. Reissue-William R. Warden, John H. Hetiman, George Eardiner, Edward Sargent, George W. Ciark, Joseph Little, Francis Cook, Alfred W. Carr. Reissue and increase-James R. Parker, John A. Jones, Oliver Ross. Original widows, etc.-Lydia Hornaday, Sarah J. Fulton, Louisa Sargent, Mary E. Hardison, Mary A. Wildason, Lydia E. Yocum, Solomon Yonker, minors of Silas Hughes. Mexican widow-Maria

Good win. TO RESIDENTS OF ILLINOIS. Original-Henry W. Grubbs, Charles Hill, John Fink, George A. Black, Francis H. Earl, Frederick Luthin, Francis H. White, Henry Weber, Michael Kelley, Rufus W. Fuller, Thomas B. Good, John Williams, Stephen A. Harrell, Johnson Low. Additional-William U. Thayer, Noah D. Maddox, John Christ, Patrick Payton. John Tynan, Samuel H. Graver. Supplemental

—Jerome B. Gray. Increase—John H. Crutchley, John Attley, Joshua Barton, William M.

Altord, Lewis C. Clemons, Robert Newcom, Jas.

Garrett. Reissne—Andrew J. Jacobs, James A. Allen. Original widows, etc.-Elonore A. Carter, Augusta Gieck, Matilda Watson, Louisa A. Brewer, Lucy E. Sisson, Elizabeth A. Sechler, Orpha Watson, minor of John De Oneilus (De Onellus), minor of Bartholomew Desmond, minor

of Jefferson G. Connor, Mary Ann Kane, Han-nah Ryan. Mexican survivor-John Moore. IMPORTANT. Salvation Oil, the greatest cure on earth for pain, is only 25 cents.

BLACKBOARD LAWS VALID

Supreme Court Reaffirms Its Former Decision Against the Railroads.

It Means a Lot of Money Lost to the Corporations-Another of the May Claims in Court -The Cadi Let Him Go.

The Supreme Court handed down its decision in the celebrated "blackboard" railroad cases yesterday, and it was an affirmation of the one made by it two years ago. The General Assembly passed an act in 1889 making it compulsory for roads operating in the State to post on a blackboard, at each station, the time of arrival departure of trains, how much late, if at all. assessed a fine of \$25 for each violation of it. The railroads ignored it pretty generally, and as the result, suits were brought in Shelby and Greene counties to collect the fines attached for these violations, which by that time amounted to a considerable. There were 186 counts in the Greene county bill, each amounting to \$25 and nearly a like number in the other. The railroads, the Indiana & Illinois Southern in Greene county and the Pennsylvanua in Shelby county, won the suits in the lower courts. It was appealed to the Supreme Court, and resulted in a reversal. The railroads petitioned for a rehearing, and yesterday the same judge affirmed the previous decision. The roads have the privilege of petitioning for another rehearing, and they will doubtless do so. The decisions involve considerable money for the railroads. It can be readily seen

three years. One of the May Claims Against the State, A suit field in the Court of Claims yesterday against the State of Indiana recails reminiscences of a man who at one time attained to considerable prominence in this State. Sarah May brought suit against the State and Edwin F. May, Virginia May, June Bixby and Frank L. Bixby to recover \$15,000 alleged to be due as principal and interest of the amount due Edwin May for furnishing the plans and specifications for the building of the Prison North which provided for the use of a patent lock invented by him. The amount of the original allowance was \$5,000 and this, with interest since 1859 when the services were rendered, makes the additional amount.

how fast fines could accumulate, even dur-

ing a day, and the act has been in force

Edwin May.upon whose services the claim is based, came into prominence in this State as the architect of the Capitol building. The ambition of his life culminated in this work, and he lost every dollar he had saved from former years of labor in the attempt to complete his contract with the State, and was afterward released from it by the Legislature, and the work begun by him was completed, with Adolph Scherer, member of the Board of Public Works, who was at that time an assistant in May's office, as supervising architect. May died in February of 1880, and left surviving him his wife, Virginia May, and two children, Edwin F. May and June Bixby and Sarah May. The widow assigned to Sarah May the claim against the State, and it is upon the assignment

that she sues. Dr. Henthorne Declared Insane. A commission of insanity yesterday declared Dr. Leroy S. Henthorne to be insane. The affidavit upon which the inquest was held was made by Dr. F. S. Hacker, a distant relative, and says that the Doctor has been adicted to the use of morphine and other narcotics, is seclusive and violent at times. Dr. W. J. Browning says he has known him for about eight years, during which time be has seen him change completely, both mentally and physically, from a physician of the highest standing to a man utterly void of all self-interest or interest in his family.

Locklear's Lodge Accounts. The Garrett Smith Lodge, United Order of Odd-fellows, is suing Arthur Locklear to recover \$125 of the lodge's money which, it is claimed, Locklear, as treasurer of the lodge, failed to account for. He claims that his books are perfectly straight, and that the discrepancy is due to a fire in the lodge room which destroyed some of the books, and which compelled him to make a new set from members' individual cards. Lock-lear is the colored man who was twice tried in the Police Court for assaulting women in the vicinity of Illinois and New York

Sunday Liquor-Seller Acqu tted. Louis Burkhardt, proprietor of the saloon at No. 200 Virginia avenue, was arrested Sunday afternoon by Sergeants Laporte and Hagerdorn for desecrating the Sabbath. The officers found Burkbardt in his saloon, selling "soda-water," and one man in the saloon drunk from drinking thereof. Burkhardt admitted to selling soda-water, and that it was his usual vocation to do so, yet the Cadi tempered "justice with mercy" and acquitted the saloon-keeper, who was caught in the act of violating the law.

Held to the Grand Jury.

William Wilson, charged with assault and battery with Intent to kill, was arraigned in the Police Court yesterday morning and held for the action of the grand jury. Later in the day he was released on bond in the sum of \$1,000. Wilson is the blacksmith accused of hitting little Albert Pierce with a stone Saturday after-

Asks a Divorce from a Fugitive.

Clara Darland yesterday filed a petition in the Circuit Court seeking a divorce from William Darland. She alleges as a cause a conviction in the Criminal Court for grand larceny, upon which he served a term of two years in the penitentiary. She also alleges that he is now a fugitive to avoid imprisonment in the work-house.

Lost His Suit. The jury in the Circuit Court yesterday afternoon brought in a verdict for the defendants in the suit of Isaac N. Cook, a Kokomo dentist, against J. E. Bodine and others for injuries received by being knocked down the steps at Bodine's place, on the Circle. Cook sued for \$2,000.

Henry Bartel's Will, The will of Henry Bartel was probated in open court yesterday. The property was divided among the children.

The Court Record.

SUPREME COURT OPINIONS. 16319. Wabash Railroad Company vs. David D. Dykeman. Reversed. Miller, C. J .- An exception to an order appointing a receiver, made without notice to or appearance by the adversary party, if taken at the first legal opportunity, is in time. 2. A party who desires to contest the appointment of a receiver by appeal must pursue the course pointed out by statute and appeal from the order making the appointment. 3. A court of equity will not appoint a receiver ex parte, and thereby deprive a corporation of the possession of its property before it has had the opportunity to be heard in relation to its rights, except in those cases where it is out of the jurisdiction of the court or none of its officers can be found, or where from some other reason it becomes absolutely necessary for the court to intertere before there is time to give notice to the corporation to prevent the destruction or loss of property. Upon the facts of this case it was held error to appoint a receiver without notice.

152.6. State vs. I. & I. S. R. R. Co. Greene C. C. Reversed. Olds. J.—The statute of March 9, 1880, intended to require all persons, whether natural or artificial. who were engaged in operating a railroad in the State, to put up, in a conspicuous place, at each passenger depot provided for the use of passengers traveling upon such railroad, in connection with which depot there was a telegraph office, a blackboard, and to enter upon such blackboard at least twenty minutes before the schedule time for the arrival of each train the fact whether such train is on time or not, and if late how much. By passenger depot was not meant merely the station-house built

for the accommodation of passengers, but the grounds prepared for and used as depot grounds for passengers. 2. The stat-ute is not rapuguant to the Constitution as class legislation, applying only to stations where there is a telegraph office. 3. The statute is not in conflict with Section 2. Article 8, of the Constitution providing that the common school fund shall con-sist of breaches of the penal laws because it provides for a prosecutor's fee. 4. The statute is not void as assuming to regulate or interfere with interstate commerce. 15409. State vs. Pennsylvania Company, Shelby C. C. Reversed. Olds, J.—Re-versed upon the authority of State vs. I. & I. S. R. R. Co.

APPELLATE COURT OPINIONS. 751. O. & M. Ry. Co. vs. Delia S. Smith. Scott C. C. Affirmed. Black, J.-A complaint against a railroad company for personal injuries which does not allege that the plaintiff was without fault or negligence, but which shows that the plaintiff was rightfully on the train, and upon reaching a station where the train was accustomed to stop, she proceeded without delay to the car door, and while stepping ont on the platform the train suddenly started without warning, whereby she was thrown to the car-floor, etc. is sufficient after verdict.

858. Board etc. vs. Wm. Lomax. Perry C. C. Affirmed. Fox. J.—Forms, variance and imperfections in the pleadings will be disregarded when they might be amended in the court below: neither will a judg-ment be reversed if the cause has been fairly tried and determined in the court below. 2. When the county physician for the poor was inexperienced as a surgeon, and lived fifteen miles distant, the town-ship trustee could employ a surgeon in a case of a pauper whose leg it was necessry to amputate and the county is liable. 650. John E. Talbot, Administrator, vs.

Martha J. Hedge. Montgomery C. C. Reversed. Crumpacker, J.-Where a witness had such an acquaintance with the signa-ture of the decedent to a note as to enable him to have an impression or belief upon the question, his evidence was sufficient to entitle such note to go to the jury. 2. Where a witness had no knowledge of the hand-writing of a decedent other than signature to anotice concerning a partition fence, it was error to admit his opinion con-

cerning her signature to a note.
686, C. & E. Railroad Company vs.
Robert Branngan. Wabash C. C. Affirmed.
New, J.—The complaint against a railroad company under the statutes for the killing of animals is sufficient if it allege that the right of way was not securely fenced at the point where the animal entered upon the track and was killed, and if it is not the duty of the company to fence the road at place in que of defense.

688. Jefferson School Township vs. School Town of Worthington. Greene C. C. Reversed. Reinhard, J.—When taxes were levied for a school town and paid to the county treasurer, who, instead of paying the funds to the trustees of the school town turned the same over to the trustees of the township, who converted the same to the use of said school township, the latter is liable to the school town. The collection by suit of such portions as were paid more than six years prior to the commencement of the action was barred by the statute.

SUPERIOR COURT. Room 1-Hon. Napoleon B. Tavlor, Julya. Garrett Smith Lodge, United Order of Odd-fellows, vs. Arthur Locklear. On trial Charles Steele, jr., vs. the Citizens' Streetrailway Company; damages. Dismissed

Room 3-Hon. Pliny W. Bartholomew, Judge. William U. G. Martin vs. Joseph Schmid; account. On trial by court and jury.

New Suils Filed. The Star Savings and Loan Association vs. Albert W. Mendenhall et al.; foreclosure of mortgage. Room 1. Henry B. Fisher et al. vs. Willard W. Hubbard et al.; mechanic's lien. Room 2 William Proctor vs. Willard W. Hubbard et al.; mechanic's lien. Room 1. Indianapolis Brewing Company vs. Thomas W. McKenzie; suit on notes.

Simon Perry vs. Willard W. Hubbard et al.; mechanic's lisn. Room 2. Indianapolis Brewing Company vs. Nicholas Oley; to foreclose chattel mortgage. Joseph Coleman vs. Willard W. Hubbard et al.; mechanic's lien. Room 3. James Samms vs. Willard W. Hubbard et al.; mechanic's lien. Room 3.

Sarah May vs. State of Indiana et al.; suit on claim. Court of Claim. CIRCUIT COURT. Hon. Edgar A. Brown, Judge. E. J. Brennan vs. James Young's Estate; claim. Allowed for \$10. Catholic Advocate Company vs. James

Young's Estate; claim. Allowed for \$5. Madison Brewing Company vs. James Young's Estate; claim. Allowed for \$5.25. Isane N. Clark vs. James E. Bodine et al.; damages. Verdict for defendant. New Suits Filed.

Clara Darland vs. William Darland: divorce. Perry Pursell et al. vs. Elizabeth Pursell: partition. CRIMINAL COURT.

Hon. Millard F. Cox. Judge. State vs. Gale Ireland; incorrigible. Sent to the Reform School for Girls. State vs. John Barber: grand larceny. Withdrew plea of not guilty and pleaded guilty. Sentenced to five years in State prison and fined \$25 and costs. State vs. John Kelley; petit larceny. Trial by court. Guilty. Imprisonment in work-house for thirty days and fined \$1 and costs. .

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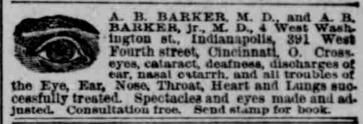
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